



## *Marshfield Planning Board*

Town Hall  
870 Moraine Street  
Marshfield, Massachusetts 02050-3498

TO: Zoning Board of Appeals  
FROM: Planning Board  
RE: Bridle Path Village  
DATE: 10/4/16

The Planning Board has reviewed the plans for Bridle Path Village and does not support the application as proposed. The Planning Board does not believe a gravel operation is necessary to develop affordable housing on this site. The plan shows roughly 50 to 60 feet of earth to be removed from a large portion the property, thereby denuding the site, in order to flatten the property to locate the proposed 40 units. The housing units will be located in a 50 to 60 foot cut into the side of the hill with steep slopes to the south and east.

The Planning Board is also very concerned with the protection of the Town wells and the applicant's use of a state override (Ch.40B) of local zoning to avoid having to comply with the Town's 5PPM nitrogen loading requirement. There are two Town wells located within a half mile from the proposed development. The removal of the gravel filter presently onsite and placement of additional housing units will only increase nitrogen loading to those wells. The Town's Housing Production Plan specifically states that protection of the Town's drinking water is the top priority (see pg. 5 D. second bullet). This plan fails to do so.

A waiver from this Zoning requirement, Section 13.03 Water Resource Protection District, was not included in the application.

The Planning Board has serious reservations about the site design, drainage, layout of the parking, unit placement, grading and landscaping. If requested by the Zoning Board of Appeals, the Planning Board will work on providing site design recommendations for the application.

The following is a list of the waivers not requested from the Planning Board's Regulations in the Bridle Path Village application:

- The application does not conform to the Planning Board's Regulations Section 4.1.1 Protection of Natural Features and Section 4.1.2 Grading and Topography ;
- The roadway within the site is not shown within a right-of-way as required by the Planning Board's Regulations, Section 4.1.3.f ;

- The proposed roadway width (20') does not meet the Type D residential street (24') as required by the Planning Board's Regulations, Section 4.1.4.a ;
- The site gains access from Ferry Street by crossing the Town's Bridle Path (non-vehicle). The applicant does not offer any improvements or protection to the users of the Bridle Path from vehicles making wrong turns trying to access the site. The Ferry Street intersection is at an odd angle and does not conform to the Planning Board's Regulations, Section 4.1.4.c which requires intersections to be at a 90 degree angle;
- No information was provided on stop sight distance at Ferry Street as required by the Planning Board's Regulations, Section 4.1.4.d;
- No sidewalks are provided along the roadway as required by the Planning Board's Regulations, Section 4.1.4.j and 4.4.1.;
- Length of road is greater than 600 feet as required by the Planning Board's Regulations, Section 4.1.5;
- The cul-de-sac provided on the plans does not meet the design standards (parking shown within the cul-de-sac) as required by the Planning Board's Regulations, Section 4.1.5.b and d;
- The plan does not show a drainage system for the extensive roadway or parking and fails to comply with the entire Section 4.2.2 of the Planning Board's Regulations;
- The plan does not provide shade trees along the roadway and parking as required by section 4.4.3;
- The plan shows extensive regrading that does not follow Section 4.4.7 slope stabilization requirements;
- The plan does not conform to section 4.4.9, of the Planning Board's Regulations (not more than one building per lot);
- The plan does not conform to section 5.1 of the Planning Board's Regulations (concrete Bounds for roadways);
- The plan does not conform to section 5.2 of the Planning Board's Regulations (vertical granite curbing on cul-de-sacs);

Finally, the application to Mass Housing stated that the property has public transportation (Commuter Rail and GATRA) near the site. It should be noted, that the MBTA Commuter rail station is 6 miles to the north of this property. There are no sidewalks available between the two locations. The GATRA bus runs from Marshfield's downtown out to the Stop and Shop Plaza in Pembroke. The closest the GATRA bus comes to the site is approximately 1.2 miles away at the corner of Furnace Street and Route 3A. There is a sidewalk along Furnace Street but not on Ferry Street. Ferry Street is narrow and has a number of curves and has no shoulders or bike lane.